

234
R5 C52
copy 1

RICHMOND



VIRGINIA



RICHMOND, VA:

AN OUTLINE OF ITS

Attractions and Industries

BY

W. D. CHESTERMAN.



Prepared by Order of the Chamber of Commerce and published under the direction of its Committee on Information and Statistics.

COMMITTEE:

F. S. MYERS, Chairman,
THOMAS CHRISTIAN,

JOHN B. CARY.

J. H. WHITTY,
R. H. WHITLOCK,

RICHMOND:

WM. ELLIS JONES, BOOK AND JOB PRINTER.
1888.

F234
.R5C52

OFFICERS AND DIRECTORS
OF THE
RICHMOND CHAMBER OF COMMERCE,
1888-'9.

OFFICERS.

<i>President,</i>	-	-	-	-	GEORGE A. AINSLIE.
<i>First Vice-President,</i>	-	-	-	-	RICHARD A. DUNLOP.
<i>Second Vice-President,</i>	-	-	-	-	GEORGE L. CHRISTIAN.
<i>Secretary,</i>	-	-	-	-	W. D. CHESTERMAN.
<i>Treasurer,</i>	-	-	-	-	JOHN H. MONTAGUE.

DIRECTORS.

HENRY BODEKER,	S. H. HAWES,
ROBERT S. BOSHER,	E. G. LEIGH, JR.
C. P. E. BURGWIN,	L. LEVY,
O. L. COTTRELL,	F. S. MYERS,
S. D. CRENSHAW,	GEO. D. THAXTON,
JOHN S. ELLETT,	W. H. WEISIGER,
F. T. GLASGOW,	R. H. WHITLOCK,
	R. F. WILLIAMS.

The Board meets in the rooms of the Chamber of Commerce, Merchants National Bank Building, Main and Eleventh streets, on the second Thursday in each month at 6 P. M.

By Transfer
Geological Survey

MAR 16 1931

Virginia's Capital and Largest City.

Richmond will have an extraordinary attraction from October 3d to November 21st of this year, 1888, in the Virginia Exposition, which will exhibit to the world the resources of the fields, forests and waters of the State, and the handiwork of her people in almost every department of useful human industry, while special prominence will be given to those objects of general interest which illustrate the history of this the oldest of the American Commonwealths.

Richmond is a favorite city with tourists. It has a charming climate and beautiful site. From high hills it looks down on the James river which, flowing from the mountains and Piedmont country, here comes upon many islands and rocky impediments causing it to divide into various streams, and break into falls and cascades, until it approaches the shipping in the harbor where it reunites and meets tidewater, and thence quietly and majestically winds its way through fertile fields and picturesque woodlands to the sea.

It is a city abounding in landmarks of the Colonial, Revolutionary and Confederate struggles; indeed, is richer in historical associations than any other city in this country—being the centre of a district where the shocks of the recent war were felt more frequently and severely than in any other part of the land, and around which are still to be seen many of the breastworks and rifle-pits whence the two armies, at times from 1862 to 1865, dealt to each other their missiles of death.

It is particularly interesting as the capital of the "Old Dominion," and as having been the capital of the Confederate States; and its streets, parks and suburbs are crowded with buildings and localities connected with stirring events of which every school-boy, even, has heard or read.

It is a city, too, keeping well abreast of the activity and progress of the age. It owns its water works and gas works and is developing both to meet the demands of the growing population. No city

has a superior sewerage and drainage system. The streets are well paved and every rain washes the dust and dirt from them down into the river. It has a moderate debt, and ample assets to give the highest credit. It possesses a street-car system that is good and is rapidly improving and enlarging. It is sometimes called "the Electric City" by reason of the fact that electricity is here employed for so many purposes—for propelling street-cars; for furnishing motive power to manufactories; for unloading ships; for street and house lighting, etc., and it is the place of the first experiments in and the first invention of electric-heating apparatuses.

It is a distributing point for provisions, dry goods, clothing, notions, medicines, hardware, agricultural machinery, etc., and most of the Southern and many of the Western States are among our patrons.

It is a city plenteously supplied with water-power, and rich in facilities by river and rail for receiving raw material and sending out manufactured products. Its goods, tobacco particularly, go to every State in the Union and to almost all the lands of the earth. It has a location enabling it to do business advantageously with the people of Virginia, West Virginia, North Carolina, South Carolina, Georgia, Tennessee and Kentucky, and with the markets of New York, Philadelphia, Baltimore, New Orleans, Charleston, Atlanta, Cincinnati, Chicago, etc. In fact, with its lines of steamers and numerous railroads, connected with great systems, its business men can receive and ship freight, in unbroken bulk, from or to any portion of this continent.

In the five years just past, Richmond has made astonishing strides in population; in manufactures; in the jobbing trade; in general commerce and business of every description; but in nothing has her progress been more strikingly exemplified than in the great number of elegant residences built.

Much capital has been brought here from other States. Agricultural, coal and iron lands in this section are being bought by settlers from the North and West, who find in this genial and reliable climate homes free alike from the rigors of northern and western winters and from the enervating summers and malarious influences of some southern localities.

Richmond is one hundred and sixteen miles south of Washington by the nearest railroad route, and is one hundred and twenty-seven miles from the Atlantic Ocean following the meanders of the river's channel. Vessels drawing sixteen feet of water come to our wharves, and Congress is pledged to a plan of improvement which will give us, at high tide, twenty-five feet to the sea. The value of the James river as a national highway; the importance to the States south and west of us of the work of improvement the United States Government is doing (and for which it has this year appropriated \$225,000), is the subject of a valuable pamphlet by Colonel Frank G. Ruffin, published by the Chamber of Commerce.

That Richmond is a healthy place never has been questioned. Yellow fever has never made a lodgment here. Patients have come here from infected communities, but the disease took no root in our well-drained and high hilled city.

The climate is dry and invigorating. Freezing weather but seldom comes and rarely lasts longer than three or four days at a time. The mean temperature for the past July was only 75°; but of all seasons of the year in Virginia, October, November and December are the most truly delightful.

Below are historical and industrial details believed to be of interest to those who may visit the Virginia Exposition, or who take interest in the affairs of Richmond and Virginia:

OBJECTS OF INTEREST.

The battlefields of Drewry's Bluff (Fort Darling), Seven Pines (Fair Oaks), Mechanicsville, Gaines's Mill, Frazer's Farm, Savage's Station, Malvern Hill, Cold Harbor, Fort Harrison, and Yellow Tavern, are within from five to fifteen miles of the corporate limits, and most of them are of easy access.

Among the objects of interest to travellers generally are the following: The State Capitol, the foundations of which were laid in 1785. Here the Confederate Congress held its sessions, and in the building is a great collection of objects pertaining to American wars; also, many portraits of historical personages, books, MSS., and Houdon's celebrated statue of Washington, made from casts taken from the person of the Father of his Country. Near by the

Capitol is the Washington Monument—upon which is the most magnificent bronze statuary in America—and close by it is the statue of Stonewall Jackson, presented to Virginia by the English admirers of the great soldier.

Close around the Capitol Square are a number of places of interest which were identified with the Confederate Government—viz: The Post-Office Department; the office of Hon. Jefferson Davis and of his Cabinet; the house in which Mr Davis and family resided; the church in which he worshipped, and where he was seated when notified that Lee was about to evacuate Petersburg, and that Richmond, too, must fall; the Treasury Department, &c.; the residence occupied by the family of General Lee during the war, and where he rejoined them after the surrender at Appomattox. Further off are Libby Prison and Belle Isle.

"The Old Stone House," euphemistically called by the hack-drivers, "Washington's Headquarters," dates back to 1737, and has interesting history and traditions associated with it.

St. John's church, in which Patrick Henry made his celebrated speech "*Give me liberty or give me death*," is another of Richmond's venerable attractions, as also is the Monumental church, which marks the spot where in 1811 the theatre was destroyed by fire, when the Governor of the State and sixty-three others lost their lives.

Hollywood is one of the most picturesque cemeteries in America. It is undulating ground, and is filled with oaks and hollies of original growth. In the early summer it is also fragrant with magnolias and roses. Here an immense granite pyramid stands in memory of 12,000 Confederates buried around it, and here are the graves of Presidents Monroe and Tyler, of John Randolph of Roanoke, of Henry A. Wise (Congressman, Governor, and General), and of Generals A. P. Hill, J. E. B. Stuart, George E. Pickett, William Smith (who was twice Governor and several times a Congressman), Commodore Maury, and others. The view from the cemetery is of the falls, of Belle Isle, the Tredegar Works, the islands of the James, and the pretty farming lands of Chesterfield.

The Confederate Soldiers Home, on grounds adjoining the spacious Reservoir Park, is a place visited by all strangers.

At the other end of the city is Oakwood, a cemetery where 16,000 Confederate soldiers are buried. This, too, is in the midst of picturesque scenery.

One of the most beautiful features of Richmond is its numerous parks. They are all on high hills and charming views spread out before them. All are reached by street cars.

The Penitentiary (State's Prison) is one of the oldest institutions of the kind in the land. Here Aaron Burr was confined while on trial for treason.

The studio of Valentine contains models of nearly all the works of this great sculptor.

Richmond College has an attractive museum, a large library and imposing buildings set in spacious grounds.

The Virginia Medical College building is unique in design and commanding in appearance.

It is hoped that the United States Iron-clad fleet, now at City Point, will be ordered to Richmond harbor during the Exposition.

April 3d, 1865, upon the evacuation of the city, the Confederates kindled a fire to destroy the tobacco in the public warehouses, and the flames, spreading therefrom with great rapidity, destroyed one-half of the business portion of the city and many other costly structures. Nearly all traces of this, the most disastrous event in the city's history, have long ago been obliterated by the erection of new and statelier houses.

EVIDENCES OF ENTERPRISE.

Largely with Richmond capital the Danville Railroad system has been extended from Clarksville to Oxford, N. C. (24 miles), and is now being finished from Oxford to Durham (32 miles), giving Richmond what nearly amounts to a third railroad into North Carolina.

The Farmville & Powhatan Railroad, now being rapidly constructed, will strike the Danville road, and give Richmond a shorter route to Farmville and open up to this city a fine timber and agricultural country.

A tunnel is now being built under Eighth street of this city at a cost of \$750,000. When completed it can be used by the Fredericksburg road (instead of its present route) and the Chesapeake and

Ohio road to reach the Union depot (Byrd street station, Atlantic Coast Line), built two years ago at a cost exceeding \$200,000.

The tunnel, however, is a part of the line of the Richmond and Chesapeake Railroad Company, which corporation means to build a line from this city to Wicomico, on the Chesapeake Bay, where by boats it can connect with extensive Northern systems.

A City Hall is now being erected of the beautiful James river granite. The appropriations already made for it amount to \$640,000. The new building stands on the site of the old hall. The United States Government is bringing to completion the enlargement of the custom-house and post-office, for which nearly \$200,000 was appropriated. The Masons have begun the erection of a temple to cost \$100,000. A retail store is now being erected here which will be the largest south of Philadelphia. Very few vacant business houses are to be found in Richmond; none, indeed it may be said, if we exclude from the list a few that have not been remodelled to suit the demands of the times.

The corner-stone of a monument to Lee was laid last fall, and the work (which up to this time has been delayed to await the drawings from Mercié, the French sculptor,) is now about to be pushed forward with great vigor. The monument will be located in an addition to the city to be known as Lee Circle. It is a fine piece of high ground, nearly opposite the Exposition Hall.

A movement that has a successful start is being made to erect in Marshall Park (Libby Hill) a monument to the private soldiers of the South. This will be a column crowning one of the most conspicuous eminences of the city, and it will be in plain view, not only of the business centres, but of the river and railroads, and within sight of some of the battlefields.

The National Government has just completed a fine macadamized road, connecting Chimborazo Park (site of the great Confederate hospital) with the nearest Federal soldiers' cemetery.

Two large paper mills began operations last year. A great wheel and hub-factory is one of our new industries. Four acres of ground opposite the Exposition grounds have just been bought for a basket factory site. Several of the iron works and other manufactories are enlarging their plants.

POPULATION.

Richmond and Manchester are separated by the James river, and are connected by five bridges, and their present population, as accurately ascertained upon the basis of the assessments for poll-tax, is as follows :

Richmond.....	83,037
Manchester.....	7,865
Suburbs.....	8,000
Total.....	98,902

A plan now on foot for the extension of our corporate limits, will, if adopted, increase our population several thousand.

VALUE OF PROPERTY—TAXATION.

The value of real property here is \$33,970,131; personal property, \$14,360,952—total, \$48,331,083. The last general assessment of real estate was made in 1885, and the next one will be made in 1890, when our taxable property will be run up many millions. Property here, owned by the city, State, and Federal Government, by churches and benevolent organizations, not taxed, may be estimated at from \$6,000,000 to \$7,000,000.

The State levy is 40 cents on the \$100 value; the city tax, \$1.40.

Manchester has about \$3,000,000 of taxables.

RICHMOND BANKS.

The aggregated capital and surplus of the Richmond banks is nearly \$4,000,000, and the following half yearly statement, compiled by Mr. J. H. Whitty, Bradstreet's Richmond agent, in comparison with a like period for 1887, shows the clearings :

1887.	1888.
\$38,299,462.08	\$42,108,372.35.
Increase, \$3,808,910.27.	

This is more significant when the fact is taken into consideration that the clearings of most of the other large cities show a decrease for this same period of 1888.

THE BUILDING INTEREST, ETC.

The number of new houses erected in Richmond in 1887 was 557, in Manchester 60 or 70 more. By the close of this year we will be able to make even a better showing.

The churches and places of worship number 67, and the denominations represented are: Baptist, Methodist, Christian, Catholic, Episcopal, Presbyterian, Jewish, Lutheran (English and German), Friends, etc.

A recent table, prepared to show the percentage of crime in the principal cities of the country, puts Richmond in the place of honor as a well-ordered community.

The principal streets and many houses are lighted by electricity.

THE WATER-POWER.

Within five miles of Richmond the James river begins a very rapid descent, and falls altogether 116 feet, which, with the canals paralleling the stream, affords an immense water-power.

With the full development and utilization of this great and cheap power, Richmond will take a mighty stride in advance of her present position as a manufacturing city.

The Chamber of Commerce will furnish detailed information on the subject.

COMMERCIAL BODIES.

The commercial organizations of Richmond are as follows: The Tobacco Trade, which has a large and handsome Exchange, where there are daily sales of the finest tobaccos produced in this country; the Grain, Cotton and Flour Exchange, with a commodious building and daily sales of all articles on their list; the Commercial Club, which maintains a conveniently-arranged club-house for the use of its members, who are chiefly business men, and the Chamber of Commerce, which has elegant rooms and a large membership.

STREETS.

The chief business streets of the city are paved with Belgian block or spalls, both from the superb granite beds of this vicinity. The best residential portion has macadamized streets; but everywhere in Richmond the thoroughfares have good roadways, and

smooth, well-paved sidewalks. The streets are from 65 to 120 feet in width, and usually intersect at right angles. In the section occupied by private residences, the sidewalks are shaded by beautiful trees of maple, elm, linden, etc., giving the appearance of a continuous park. Richmond is one of the best drained cities in the world. Every shower washes the streets clean and nice, while the system of culvertage, which has been in operation many years, carries off with great rapidity all the sewage, and empties it into suitable places in the river, whence it finally reaches the sea.

HEALTH.

Richmond is one of the cleanest cities in the land, and hygienically considered is greatly favored by nature. Yellow-fever has no home here, and our history shows a remarkable exemption from ravaging epidemics of all kinds; so much so, that Richmond is known far and wide as a healthy place. It is a locality where the severity of winter is rarely such as to hinder business operations, and where the heat of summer is scarcely ever great enough to deter an active man from the industrious pursuit of his calling. The climate is dry and invigorating, and the yearly average of bright, pleasant days is very large. We are about ninety miles equidistant from the Blue Ridge Mountains and the Atlantic Ocean, and, having the advantage of considerable elevation, get the breezes that break the severity of summer's heat and, at the same time, are near enough to the Gulf stream to feel its influences in moderating the keenness of winter's cold.

EXHIBIT OF MORTALITY IN COMPARISON WITH SEVERAL OTHER CITIES.

[Rate per 1,000 per annum.]

New York, N. Y.....	26.27	Providence, R. I.....	21.48
Brooklyn, N. Y.....	22.72	Patterson, N. J.....	21.81
Baltimore, Md.....	19.16	Fall River, Mass.....	21.90
St. Louis, Mo.....	21.8	Memphis, Tenn.....	23.56
Boston, Mass.....	25.18	Wilmington, Del.....	19.10
Buffalo, N. Y.....	20.38	Mobile, Ala.....	28.00
Washington, D. C.....	22.21	Richmond.....	20.25
Newark, N. J.....	23.80		

STREET CARS.

The street railways of Richmond and Manchester have a mileage of *routes* of 18½, most of which is laid with double track, and 6½ miles of which is operated by electricity (Edison-Sprague "overhead wire") and carrying from 50,000 to 60,000 passengers per week. This is the longest electrical street railway in the world, and the most successful, inasmuch as it climbs steep hills, turns sharp curves and threads crowded streets with a rapidity of movement, an ease in management and an economy in expenses heretofore unknown. Our entire street car system is to be run by electricity by the 1st of October—horses and mules will be utterly discarded. In addition to these improvements, all the lines will extend their tracks to the Exposition Grounds (one-half mile beyond the western corporate limits), and franchises have been granted a new company, which is running a line from Manchester, through several of the principal streets to the Exposition Grounds—a distance of some five or six miles. All this done, we will have street car *routes* twenty-five miles in length, most of them laid with double track.

A company has also been organized, and will proceed to build an electrical railway from the city to the battlefield of Seven Pines (Fair Oaks), a distance of eight miles.

In the utilization of electricity for street railways, Richmond leads the world, and she is up with nearly any other city in using it for motive power in manufactories, etc., and for lights in buildings and on streets.

Electrical exhibits and displays will be a prominent feature of the Exposition.

RICHMOND'S JOBBING TRADE.

The following statistics are compiled from figures and opinions obtained by Mr. J. H. Whitty, Bradstreet's Richmond agent, after an extensive inquiry among the jobbing houses of the city. They are instructive and show the character, growth, and enormous increase in the volume of business.

In 1885 the sales amounted to \$17,000,000; in 1886, \$22,000,000; in 1887, \$25,290,000—an increase over 1886, of \$3,290,000—a most gratifying exhibit, and yet 1888 will overshoot it by several millions.

Class, Article, or Kind.	Capital in Business.	Annual Sales.
Groceries and liquors.	\$1,500,000	\$9,535,000
Meat and lard.	375,000	3,500,000
Dry goods.	820,000	2,250,000
Fancy groceries and tobacco.	325,000	1,850,000
Boots and shoes.	495,000	1,530,000
Hardware.	250,000	950,000
Drugs.	330,000	750,000
Hides, leather, &c.	225,000	550,000
Notions and millinery.	165,000	475,000
Railroad and plumbers' supplies.	150,000	465,000
Clothing.	100,000	375,000
Stationery, &c.	125,000	360,000
Sewing-Machines.	210,000	350,000
Oils and paints.	100,000	325,000
Licorice.	100,000	320,000
Furniture.	165,000	300,000
Hats and caps.	150,000	285,000
Earthenware and china.	90,000	265,000
Stoves and tinware.	110,000	225,000
Pianos, organs, &c.	140,000	220,000
Carpets and upholstery.	85,000	175,000
Woodenware.	65,000	135,000
Rubber supplies.	40,000.	100,000
Total.	\$6,115,000	\$25,290,000

Besides the figures shown in the jobbing statistics, there are shippers of hay, dealers in mill-feed, ice, coal and other branches that would add materially to sales exclusive of manufactures. The sales in wheat, hay, &c., alone amounted to some \$5,000,000; coal and ice, \$1,250,000, and cattle, \$8,900,000. With these and retail sales in various lines \$41,000,000 would be considered a conservative estimate of sales last year outside of manufacturers.

The Coal Elevator here is a great aid to the city trade and of much advantage in shipping.

MANUFACTURES.

The figures following show the great importance of Richmond as a manufacturing centre:

Number of establishments.	690
Number of hands.	19,980
Capital in business.	\$12,360,546
Annual sales.	\$27,887,340

The kinds of manufactories are as follows :

Agricultural implements, machinery, &c.	Furniture, mattresses, &c.
Ale, beer and mineral waters.	Granite-works.
Bags and cotton-bagging.	Ground glue.
Bakers.	Gunsmiths and sporting supplies.
Bark and sumac.	Hair-workers.
Barrels and hogsheads.	Ice-factory.
Blacksmiths and wheelwrights.	Iron and nail-works, machine-works,
Blank books, paper-boxes, and paper-bags.	foundries, stove-works, architectural iron-works, tobacco-fixtures, &c.
Blueing-factory.	Lubricators, oil and grease.
Boots, shoes, leather, and leather goods.	Marble and stone-works.
Boxes—Cigar, tobacco and packing, wooden and paper.	Matches.
Brand, stencil and stamp cutters.	Mica.
Bricks.	Newspapers and job-printers.
Brooms, wood and willow ware.	Paper-mills.
Candy and confections.	Picture-frames and ornamental wood-work.
Carriages, wagons, carts, &c.	Pork-packing.
Carpenters and builders.	Saddles, harness and horse-collars.
Cigars and cigarettes.	Sash, blinds, doors, &c.
Coffee, spice and flavoring mills.	Slate-works.
Clothing and merchant tailors.	Soap.
Cotton factories.	Sulphuric acid and sulphate of ammonia.
Cotton-mill supplies.	Tanners.
Drugs, medicines, meat-juice and bit-ters.	Tinware, gas-fittings and plumbing.
Dyeing and bleaching.	Tobacco—Chewing and smoking.
Earthen and stoneware.	Tobacco—Stemmeries and reprizers.
Engraving and lithographing.	Trunks and valises.
Fertilizers.	Underwear—Ladies and gentlemen.
Flour and corn-meal.	Wheel-hubs, spokes and plow-handles.

IRON WORKS.

Iron is as much an essential of the prosperity of the city as it is an indispensable element of the healthy human system, and the manufactories of it here are of great and growing importance. Independent of mere blacksmith shops, we have twenty-three iron-working establishments, employing 3,800 hands, operating upon a capital of \$2,225,000, and having an annual output of \$4,500,000. The chief articles of manufacture are bar iron, nails, horse-shoes, spikes, bolts, fish plates, car-wheels, car-axles, and other forgings, locomotives, freight-cars, street cars, steam-engines of great variety,

stoves, iron and brass castings, water and gas pipes, agricultural and other machinery, and architectural work, and plants are being equipped for doing naval work.

Many of these factories are operated by water-power, but other very large establishments use steam.

Coal and iron are to a great extent supplied by the Virginia mines, some of which are quite near the city.

The advantages of Richmond as a distributing point—the ease with which a car can be loaded in a manufactory and switched off upon railroad tracks reaching all parts of this continent—are among the many advantages the city possesses as a manufacturing centre.

TOBACCO.

A well known writer here, who is recognized as high authority, kindly supplies the following:

Tobacco was cultivated in Virginia in the beginning of the seventeenth century, and its use then and subsequently for a long time, connects it with a great part of the history of our State and people. It remains to-day our staple and, as it is called, "money crop." Its culture extended from the lower counties on the Atlantic westward, until it embraced a greater part of the State, varying in quality with diverse soils chiefly. To Virginia is due the credit of beginning exportations from this country by establishing tobacco as an article of commerce. In the early days of the colony large fleets were employed in transporting it to foreign countries, and it continues until to-day to constitute our chief trade.

Many varieties have been produced from the original of Virginia, and its culture extends now from the State, and the knowledge of it to all countries. Only as cigar tobacco is the soil and climate of Virginia not adapted, though recent experiments prove that even the fine, silky, high-priced, modern Sumatra wrapper can be raised in some parts of Virginia successfully. In bright and fancy yellow leaf Virginia, like North Carolina, is without a rival, and the rapid and enormous growth of the cigarette-smoking habit is due to the mild and excellent quality of this comparatively new product. The earlier products were dark and heavy, and were for export almost exclusively.

The milder types are now in demand, yet Virginia still produces to perfection a greater variety of tobacco than any country of the world, and the fame of Virginia tobacco extends the earth over, whether in plug, cigarette, smoking or shipping, and the superiority of her manufactures is everywhere acknowledged. The cultivation extending to other States has not diminished the production or fame of our own State, though through over two hundred years' home experience, excellent and skilled men have carried the art of making and manufacturing to many other States. Virginia and especially the district of Richmond and Petersburg export more plug than all the rest of the United States, or nine-tenths of the plug exported; with

cigarette she holds first rank in manufacture, and in the past few years has made the most rapid strides also in cigar and cheroot making, and is extending this branch continuously and successfully. Necessarily the manufacture of machinery adapted to the manufacture of tobacco is also a leading industry of this city, and from the curing of the leaf to the perfected out-put of the factory, progress is being steadily made. Tobacco producing experience, for two hundred years past, has brought the product in all lines to perfection, while Richmond has always been the centre of trade for this State, and North Carolina and West Virginia. Richmond keeps, however, abreast of the times in all tobacco products, and with the introduction of the new variety of Burley leaf in the West numerous factories are now devoting their attention successfully to that class here. The climate and soil conditions are all favorable and, in this State, we are out of the storm belt. Tobacco is cured by every known mode in every variety, for all nations of the earth, and gives, from first to last, profitable employment to a vast and varied class of people.

The war tax revenue derived from the Virginia product is astonishingly enormous. The largest stocks of leaf and manufactured are concentrated in Richmond factories and store houses the year round. Strips, leaf, stems, plug, fine cut cigarettes, export plug and twist in every variety are staple with our people. Profits vary, but tobacco has always been profitable, though in late years a greater variety of other agricultural products has greatly enriched our State and soils. Prices vary materially and in different years, and may be put down at from one cent to one dollar per pound.

W. E. D.

FLOUR AND GRAIN.

Richmond has several of the largest and best equipped flouring mills in the country—all operated by water-power—and their brands have a great celebrity in home and foreign markets. They have long manufactured for the South American cities, and there, as well as in domestic markets, their flour commands high figures. Roller machinery and burr-stones are both used. The flour, meal, bran, etc., sold bring to Richmond a great deal of money and gives to this industry high rank.

The elevator facilities are good and the city is fast becoming a grain distributing centre.

The Grain and Cotton Exchange statistics for this year show that in wheat, corn, oats, etc., flour and cotton, Richmond is growing in importance as a market having unusually good facilities for receipts and shipments by rail and water.

OTHER MANUFACTURES.

The following briefly alludes to a number of other important Richmond manufactures :

Most of the cedar-ware (buckets, etc.) seen in the markets of the country is made here. Commercial fertilizers by the train load leave Richmond manufactories every season to supply the demands of agriculturists in this and other States. Ground glue is a Richmond specialty that has a market in almost all of the States. Furniture, mattresses, etc., of high grade and elegant design, are made by several factories in this city. Sash, doors and blinds are turned out in large quantities and of superior workmanship. The manufacture of various sorts of paper and blank books and book-binding, lithographing, wood engraving, book publishing, and general printing are prominent in our industries.

Tanning of leather and the manipulation of it into horse collars, other harness, saddles, etc., give employment to many hands. Thousands of women find employment in making gents' clothing and underwear. Paper boxes, from a pill-box up to the largest sizes for packing, are made in the greatest quantities; here, too, white female labor is employed in great numbers. The Cotton Mill (at Manchester) is a long established and prosperous institution.

The celebrated Virginia slate is mined and manufactured a short distance from Richmond and is distributed to the world from this point. The Meat Juice Works here are one of our most novel and prosperous enterprises. Life in many States is sweetened by the candies and confections made in this city. Scores of newspapers throughout the country are printed on Richmond made type. To cure the ills that flesh is heir to, we make and send out, annually, a great many drugs and medicines. An ice-factory is among our enterprises, and scores of vessels bring cargoes of New England ice to our wharves, much of which is sold in the South. Bags for all commercial purposes are made here in amazing numbers and of excellent quality. Sumac, gathered by our roadsides, is ground up at several Richmond and Manchester Sumac Mills. Carriages and wagons of very superior structure are made here in large numbers. The tobacco box factories supply our own trade and their products are largely shipped to other cities. Our Granite Works send the best known paving blocks and building stones to many sections of the country. Trunks and valises are largely manufactured here.

Richmond is remarkable for the number of white girls who find pleasant and profitable employment in the factories.

TRANSPORTATION LINES.

The railroads centering at Richmond are the Chesapeake and Ohio with its extension to Newport News and Old Point, stretching from the Chesapeake bay to the Ohio and Mississippi rivers and connecting with the railway systems of the great West. The road it is now building along the Ohio river will shorten the distance from Richmond to Cincinnati 60 miles. The Richmond, Fredericksburg and Potomac railroad, with its connections, gives quick access to Washington, Baltimore, Philadelphia and New York and all points North, East and West. The Richmond and Pe-

tersburg Railroad is the initial link in the Great Atlantic Coast Line system which, traversing Petersburg, Weldon, Goldsboro, Wilmington and Florence, extends to Columbia, S. C., on the West and to Savannah and Jacksonville on the Southeast. The Richmond and Danville system, starting at Richmond, passes through some of the most fruitful and productive sections of Virginia, and penetrates the most attractive portions of the Carolinas and Georgia, embracing in its control thousands of miles of railway with all the dependent lines of natural roadways and water courses, etc., essential to such a system. The Richmond and Alleghany Railroad is built upon the banks of the James river, mostly upon the tow-path of the canal, from Richmond to its head-waters in the Alleghany mountains. It passes through Lynchburg and connects with the Chesapeake and Ohio at Clifton Forge, and is now about to become a part of the Chesapeake & Ohio system. The Richmond, York River and Chesapeake Railroad (a part of the Danville system) runs from Richmond to West Point.

The elegant steamships of the Old Dominion Steamship Company run regularly between Richmond and New York, stopping at City Point (Grant's headquarters during the siege of Petersburg) and Norfolk and Portsmouth. The Philadelphia line runs between Richmond and the Quaker City. The Virginia Steamboat Company's river steamers connect Richmond with *all* James river landings, and Old Point, Norfolk and Portsmouth.

Many sailing vessels regularly trade with this port.

The port of West Point, on the York river, is connected with Richmond by rail (38 miles), and from that place there are regular lines of steamers for Boston, Providence, New York, Philadelphia and Baltimore.

From Richmond, Newport News and West Point there is considerable shipping to foreign countries, the cargoes being flour, grain, tobacco and lumber of our products, and cotton brought from States South, and oil from States West and North of us.

SCHOOL ADVANTAGES.

The annual report recently submitted to the City School Board states that the enrolment of pupils in the Richmond public schools

the past session was 10,867; that in the final examinations the result was 85.4 (out of a possible 100) in the white schools, and 83.3 in the colored schools—average 84.3. The percentage thus obtained was higher than that of any previous session, and the percentage of attendance during the session “the largest ever heard of in any city of the United States”—[a good proof of the health of the city.] The cost of maintenance of these schools, including the High School, was \$110,478.06. Of this sum the City Council appropriated \$80,362.22, and the State of Virginia \$28,876.43, and the small remainder came from other sources.

There are about 3,000 students in the colleges, seminaries, institutes and private schools not embraced above. Educational advantages here are complete and within the range of all.

OTHER FACTS.

• The street car fare is five cents.

The rise of the tide at our wharves is three and a half feet.

Rainfall here averages 38 inches per annum.

Price of city gas to consumers is \$1.50 per thousand cubic feet.

Number of churches here 67; membership, 33,000.

The most elevated point in the city is 209 feet above tide.

There are three theatres in regular operation during the season and numerous other halls are open from time to time for concert and other public entertainments. In the Exposition building there will be a very spacious Concert Hall.

BUILDING MATERIAL.

Richmond is highly favored by Nature with building material. The hills on the river to the west of her are of granite foundation, a beautifully colored, ever-enduring stone, which was selected on account of its excellence in these respects for the State and Navy Department buildings at Washington. It is also of high value as a paving stone. Belgian blocks cut from it have been used for paving in many of the large cities of the country. Richmond bricks are unsurpassed. They are red and hard, make a pretty house without the use of paint or any other coloring material, and will last forever almost. Slate of the finest quality is very convenient to the city.

Lumber is brought here by wagon and rail from the surrounding counties; also by the Chesapeake and Ohio railroad from West Virginia, by the Petersburg and Danville railroads from North Carolina, and from the Dismal Swamp region of Virginia, and by vessels from tidewater Virginia and North Carolina and from the Eastern States.

Richmond workshops supply most of the sash, blinds and doors, nails and architectural iron used.

MANCHESTER.

This city is on the south bank of the James, opposite Richmond, and has, with its suburbs, a population of 10,000, and is connected with us by five bridges, two of which are for carriages, wagons and pedestrians; the other three for railroad trains, but are also to some extent used for foot-passengers.

The people are largely engaged in manufactures, and have extensive cotton, flour, sumac, tobacco, and other mills and factories; also exceedingly large railroad shops, tanyards, and very prosperous and numerous manufactories of brick. A line of horse-cars (soon to be made an electric railway), crossing the free-bridge, gives speedy communication between the two cities, and surveys have been made for another street railway shortly to be built.

The fact is, that Richmond and Manchester are practically one community and at no distant day will probably be united under one municipal government.

Manchester in many ways contributes much to the prosperity of Richmond, and the products of her industries go to swell the amount of manufactures with which we are credited. Her business houses are lighted by electricity, and fine new water-works are being built. It is a city of good government, good schools, and pleasant homes, and every one who comes to Richmond is expected to visit it.

PETERSBURG.

The communication between Richmond and Petersburg (21 miles apart) is so easy and rapid that few tourists come to one city without also going to the other.

The battlefields around Petersburg are on its immediate suburbs and are of exceedingly easy access. That known as the "Crater," has been visited by thousands of people from all parts of the world, and possesses an unfading interest, for it was the scene of one of the most remarkable conflicts of modern warfare—the explosion of the "Mine," which was attended by such disastrous results for the Federal army.

Petersburg has a population of 25,000 or 30,000; is largely engaged in the tobacco trade, in all of its varied branches, and has numerous thrifty and prospering industries, while its people are noted for their intelligence and hospitality.

FROM RICHMOND TO NORFOLK.

James river has been famous in history ever since 1607, when Captain John Smith and his company of explorers sailed within the Virginia Capes.

In a trip from Richmond to Norfolk the traveller passes Powhatan, one of the seats of the Indian chief of that name and father of Pocahontas; Drewry's Bluff (or Fort Darling), the locality of the first attack on Richmond in 1862; Dutch Gap, where Ben Butler began a cut through the land to pass up his gunboats, which has since been enlarged and made a ship canal, reducing the distance from Richmond to the sea five and one-half miles; Varina, which was neutral ground for the exchange of prisoners during the late war; Bermuda Hundred, where, in the expressive language of General Grant, the Confederates "bottled up" Ben Butler's army; City Point, which was the headquarters of General Grant during the siege of Petersburg and Richmond; Berkley, where General McClellan had his headquarters after the Seven-Days' battles; Westover, one of the finest specimens of a colonial house in existence, where Lord Cornwallis's army crossed the river going to Yorktown; Jamestown, the oldest English settlement in America and first capital of Virginia; Newport News, now the deep-water terminus of the Chesapeake and Ohio railway, near which, in 1862, took place the great naval battle between the Virginia (or Merrimac) and the monitor, and other vessels on each side, which revolutionized naval architecture the world over; Hampton, a historic and

beautiful town; and Fortress Monroe, the largest and best known fort in the United States.

The thriving cities of Norfolk and Portsmouth are in short distances of Fortress Monroe, and will well repay the visitor, so crowded are they with rich historical associations, and so busy with trade and commerce.

One of the best of the United States navy-yards is at Portsmouth.

VIRGINIA AGRICULTURAL, MECHANICAL AND TOBACCO EXPOSITION.

The Exposition organization is the legal and actual successor of the Virginia Agricultural Society. Its grounds (Camp Lee) are historic; for all during the war (1861-'65) they were used by the Confederate troops as a camp of rendezvous, where soldiers were formed into companies, battalions, and regiments, and then marched to the front. They are situated on high ground, less than half a mile west of the city limits, and between the Broad-Street and Hermitage roads, and cover sixty-seven acres, which for many years past have been used and known as the Fair-Grounds. All the street railways of the city will run their cars to the doors of the Exposition Hall, and the tracks of the Richmond, Fredericksburg and Potomac Railroad Company extend not only into the grounds, but into the main hall itself, and in the city connect with the entire railroad system of the United States and Canada.

The proposed exhibition will commence on the 3d of October, 1888, and will continue seven weeks. The citizens of Richmond have subscribed a large sum of money, with which the Society has erected a main exposition building and an art hall. They have also remodelled the race-track and rearranged all the buildings on the grounds, so as to harmonize with a general plan, which contemplates the most interesting exhibition ever held in the South.

The Exposition is designed to show to the world the products of our fields, forests, mines, and waters, and the country at large will be astonished to see the progress made in Virginia and the South generally in manufacturing and mining, in improved agriculture, in cattle-raising, in education and arts. The Exposition will also be an attractive place to visit, in that it will contain many memorials of the late war and many curious objects connected with the

history of this country, which will interest some who have no concern in the industrial display.

From time to time there will be races for large purses, and there will be a great cattle show, and also a bench show, and many special features will be hereafter announced.

The Exposition is under the management of Ashton Starke, President; A. R. Venable, Jr., Secretary; and Henry C. Jones, Director-General, and they have prepared a great many different circulars giving every conceivable sort of information in regard to the exhibition, especially for the benefit of those persons residing in other States who are thinking of visiting Virginia, and will be glad to send them free to all applicants.

TIME AND DISTANCE.

Railroads strike out from the city in every direction, and the time-tables show the following facts :

TO	Hrs.	Miles.	TO	Hrs.	Miles.
Atlanta.....	21	549	Lexington, Va.....	8	196
Augusta... ..	19	473	Lexington, Ky.....	21	560
Baltimore.....	5	156	Luray.....	7	179
Beaufort.....	24	530	Memphis.	35	1,001
Boston.....	20	572	Mobile.....	32	904
Buffalo.....	23	578	Montgomery.	27	724
Charleston.....	14	457	New York.....	10	344
Charlotte.....	10	282	New Orleans.....	37	1,044
Chattanooga.....	21	494	Nashville.....	26	647
Chicago.....	35	930	Norfolk.....	4	104
Cincinnati.....	23	636	Natural Bridge.	8	196
Cleveland	24	645	Old Point.....	3	85
Columbus, Ohio.....	25	566	Philadelphia.....	5	254
Columbia.....	15	388	Pittsburg.....	18	490
Danville.....	5	141	Raleigh.....	7	181
Galveston.....	61	1,532	Savannah.....	16	572
Greensboro'.....	7	189	St. Louis.....	36	914
Indianapolis.....	28	746	St. Augustine.....	24	900
Jacksonville.. . . .	21	859	Washington.....	4	116
Knoxville.....	19	382	Wilmington.....	7	245
Louisville.....	24	654	Weldon.....	3	84
Lynchourg.....	6	147			

Virginia Generally.

Virginia is a State of varied productions and rich in agricultural and mineral lands, and in waters yielding oysters and fish.

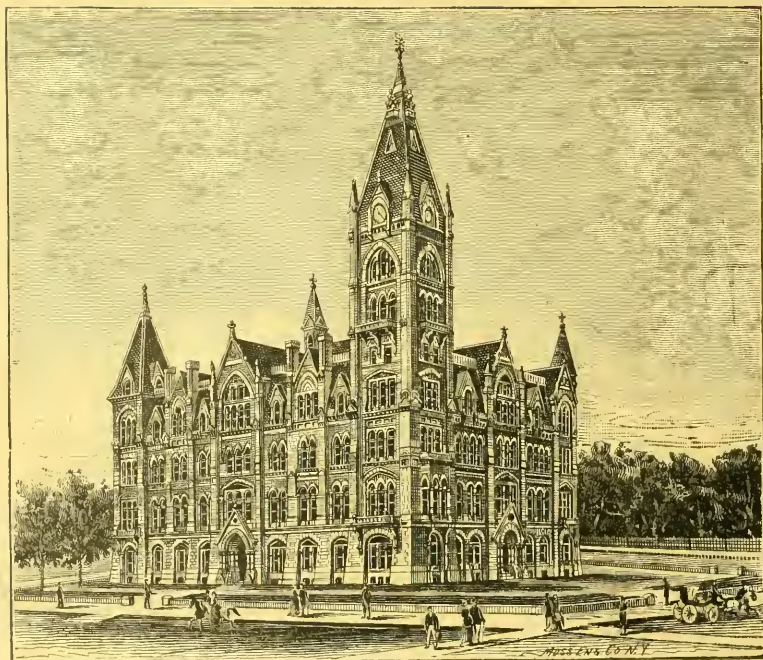
The climate is universally conceded to be excellent: no long winters; no debilitating summers. "Blizzards" and "cyclones" are absolutely unknown. All portions of the State are finely watered, and the intending settler may find lands for sale at low prices in the mountains, in the valleys, in the Piedmont country, on the southside or in the tide-water section.

Wheat, corn, oats, rye, tobacco, peanuts, the grasses, and (in the extreme southern section) cotton are produced. Table vegetables and fruits grow in great plenty. Coal and iron ore, and numerous other minerals are found in large quantities. Full information on all these subjects can be obtained by addressing "*Col. Thomas Whitehead, State Commissioner of Agriculture, Richmond, Va.*"

LIBRARY OF CONGRESS



0 014 444 370 6



CITY HALL BUILDING--BROAD STREET FRONT.